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cost, or burned; as this kind will do sufficiently well for the number of short ledges in the deck frames, and to support the lining at the floor, which are wanted in this mode of building.

9. Vessels built in this manner will not be so liable as others to hog, or have their backs broken, on account of the great strength length-ways, caused by the fore and aft ribs.

10. Vessels so built will be drier, from the circulation of air before mentioned, and having the floor lining detached from the timbers; which quality renders this construction particularly valuable for the ships used in the East and West India trade.

The advantages above recited relate to vessels entirely formed in this manner. It should be known also, that part of this plan may be applied with profit. The mode of framing the decks, for instance, might be used to save lodging knees in vessels built in other respects in the usual mode. Other parts of it might be applied to the strengthening old vessels, which by this means, might be made to last many years, after they would otherwise have been unserviceable.

The principles of this method of building are capable of being extended still further than they are in the vessel here described: the triangular framing may be even adopted to the construction of fore and aft ribs, so that they may be constructed also of small timber, if required.—Thus, by this means, the former barrier to the increase of size in ships is removed, as it no longer now depends on the size of timber; and ships of any dimensions required may be formed, of any strength requisite of small timber.

The Ship Economy has been four voyages to Demerara, Surinam and the West India Islands, in which she has performed as well as could be desired, and though she has experienced much rough weather, has not sustained the least injury, or required any repair. A certificate of her excellent state, after her last voyage, by Mr. John Peake (a gentleman of the engineer department of the Navy office, whose judgement in similar

matters is held in the highest estimation) will be given in another number, together with authentic documents of her satisfactory performance in sailing and other respects, on her several voyages.

*For the Belfast Monthly Magazine.*

*Third Report of the Committee appointed to take into consideration the Acts now in force regarding the use of Broad Wheels; and, to examine what Shape is the best calculated for ease of Draught, and the preservation of the Roads.*

**A**MONG the various particulars, to which the attention of your Committee has been necessarily directed, that of suggesting amendments in the laws for regulating the highways and turnpike roads of the kingdom, seemed to be of peculiar importance.

The reports of former Committees have thrown much light upon this most interesting subject, and much additional information has also been transmitted to your Committee since its appointment. For the purpose of rendering the whole as succinct and intelligible as possible, your Committee submit, under distinct heads, certain resolutions which appeared to them to contain the suggestions the best entitled to the consideration of the House, as the basis of a new law, if the House shall deem it expedient to sanction such a proceeding. The subject at the same time is of such general interest, and it is so difficult to form a system of regulations, free from all objections, and applicable to every particular case, that it may be expedient, even if a bill were prepared, to circulate it during the ensuing summer recess, with a view of rendering it, by the observations of intelligent magistrates and others acquainted with the subject, as perfect as possible.

Your Committee also propose, in a separate Report, to submit to the House certain resolutions regarding Mail and Stage Coaches, and other Carriages travelling for hire; and in a third Report, such communications as they have received, regarding the formation of roads, the construction

of carriages, and other particulars therewith connected. When these Reports are completed, they flatter themselves that the whole investigation, in so far as regards parliamentary inquiries, may for the present be brought to a termination.

That the House may the better be enabled to form some idea of the importance of these inquiries, and also of the grounds on which, in addition to the suggestions contained in the former reports, the following resolutions are founded, your committee have annexed, 1, An account of the number of wheel carriages in England and Scotland respectively, and the progressive increase thereof. 2, An account of the number of horses paying duty, distinguishing the various classes in so far as the same can be ascertained; and 3, Some valuable communications connected with the peculiar subject of this report.

On the whole, your committee have come to the following resolutions:

Number one....*Resolutions relative to certain duties incumbent on the occupiers of land adjoining to the Highways.*

1, *Resolved*, That it is the opinion of this committee, that with a view to the preservation of the highways of that part of the kingdom called England, it is expedient that the periods within which certain of the duties to be performed by the occupiers of land adjoining to the highways (in the cutting, pruning and plashing the hedges, topping and lopping the trees, and in the opening, cleansing and scouring of ditches, and the removal of the soil arising therefrom) are to be completed, should be fixed by law.

2, *Resolved*, That it is the opinion of this committee, that for the performance of such periodical duties, general notice affixed on the doors of the church of each parish, sometime in the months of January and September, or either of them as the case may require, should be sufficient notice to the occupiers of land within such parish to compel the performance thereof within the months of February or October and November respectively.

3, *Resolved*, That it is the opinion of this committee, that the penalties

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enacted by the general highway act, for non-performance of such duties on receiving particular and personal notice, should immediately attach on occupiers of land, if after such general notice the said duties are not completed within the periods which shall be so fixed by law.

4, *Resolved*, That it is the opinion of this committee, that certain penalties shall attach upon each and every surveyor of the highways, and upon every surveyor of a turnpike, usually residing and acting within the parish or district confined to his charge, at the times fixed for giving such general notices, if the same shall not be affixed on the church doors within the period limited for that purpose.

5, *Resolved*, That it is the opinion of this committee, that upon the neglect of the occupiers of land, the surveyors of the highways shall be authorized and required forthwith to execute or cause to be executed such of the said duties as shall not have been completed, and to charge the persons who ought of right to have completed the same, with the expense of the said completion, over and above all penalties for the non-performance of the same.

6, *Resolved*, That it is the opinion of this committee, that if any occupier of land shall at any other period of the year after receiving particular notice from the surveyor of any highway of the omission of any such duty respecting the opening, cleansing or scouring of any ditches, drains or water-courses, or the removal of any annoyance or obstruction, or the cutting, pruning or plashing of any hedge, or the lopping of any trees, or the removal of any other nuisance, omit to perform the same for eight days after such notice, the surveyor shall be forthwith empowered to execute the same and to charge the expense of such execution to the person who ought of right to have done the same, over and above all penalties enacted by the general highway laws for similar omissions.

7, *Resolved*, That it is the opinion of this committee, that the surveyor of the highway, or any other person or persons shall be empowered without

previous notice to remove any hay, straw, stubble or other matter which shall be laid on any highway for the making of manure, or on any other pretence whatever not tolerated by the highway or general turnpike laws, and to convert the same to his or their own use; and that a penalty not exceeding five shillings shall immediately attach on every person who shall wilfully have laid the same on any highway for such purposes, for every superficial land yard or perch of the said highway which shall have been so wilfully covered by the said hay, straw, stubble or other matter.

8, *Resolved*, That it is the opinion of this committee, that double the amount of the penalties attaching upon occupiers of land or other persons offending against these provisions, and against the provisions of the general highway and turnpike laws, shall attach upon the surveyors of the highways and of turnpikes, who after having received notice from any individual of the non-performance of such duties, or of the commission of any offences against these provisions or the provisions of the aforesaid acts, shall omit to proceed in the performance of such duties or the corrections of such offences for double the number of days allowed in each case to other individuals. The notice to be given to the surveyor to describe in a particular manner the duty omitted or the offence committed.

9, *Resolved*, That it is the opinion of this committee, that for the better enabling the surveyors of highways and of turnpikes to remove all annoyances and obstructions, they should be empowered to convey or deposite the matters occasioning the same, whether arising from the scrapings of the road, or other matter in any of the adjoining lands, paying or tendering payment of such sums for the damage done thereby, as may be adjudged reasonable in all cases where the occupiers of such lands are not by law obliged to remove the same.

10, *Resolved*, That it is the opinion of this committee, that the surveyors of all highways, and of all turnpike roads, do make returns to the magistrates of the division assembled

at their petty sessions, at their first meetings in the months of December and March respectively, that the periodical duties described in the first of these resolutions are actually and effectually performed, and oftener if required by the magistrates in any particular case, under a penalty not exceeding ten pounds, nor less than forty shillings.

11, *Resolved*, That it is the opinion of this committee, that in the case of roads passing over commons, the occupation of which is undividedly in two or more persons, the surveyors of the highways or of the turnpike road, as the case may be, shall cleanse and scour the ditches and drains, and remove the soil arising therefrom, and charge the expense of performing the same in their accounts; but if it shall hereafter happen that the said commons shall be divided, so that the several parts thereof shall be distinctly and separately occupied by one or more persons, the obligation of performing these duties shall attach on the occupier or occupiers of each separate allotment of land, as in the case of all other lands now held in severalty.

12, *Resolved*, That it is the opinion of this committee, that for the purpose of removing any doubts respecting the extent of the duties now required by law from the occupiers of lands adjoining to the highways, it should be declared and enacted, that the said occupiers are bound at all times to cleanse, scour and keep open as well all the drains, ditches and watercourses running parallel to the lands in their occupation, by the road side, so far as the land in their occupation shall extend, as all such drains as shall enter into and cross the lands in their occupation, so that the water shall have a free course as well by the road side, as into and across their several lands; and the said several occupiers should be authorized and empowered to convert to their own use and benefit the soil arising from such drains, ditches and water-courses, and should be required to remove the same within eight days after the same shall have been cleared out, under adequate penalties; care being taken in all cases that no in-

jury shall be done to the road by such clearing, scouring and removal, saving also all manorial rights.

13, *Resolved*, That it is the opinion of this committee, that the penalty for not removing any nuisance or

obstruction within eight days after particular notice, as in the sixth resolution, shall be ten shillings, unless the penalty of one penny per foot shall exceed ten shillings.

*To be continued.*

## BIOGRAPHICAL SKETCHES OF DISTINGUISHED PERSONS.

ACCOUNT OF THE LIFE AND WRITINGS  
OF THE LATE ALEXANDER GEDDES,  
L.L.D.

*We have been induced to select for the information of our Readers, the following well written sketch. It appeared in the London Monthly Magazine in the year 1802, immediately after the Doctor's death.*

**D**R. GEDDES was born at Arradowl, in the county of Banff, and in the parish of Ruthven, September 4, 1737, old style. His father's name was Alexander Geddes, the second of four brothers. His mother's maiden name was Janet Mitchel; she was born in Nether Dalachy, in the parish of Belay. They were respectable, but not opulent farmers; such as farmers are in that part of the country, subject to grievous oppressions from their landlords. In that station, however, they maintained an excellent reputation, and laboured incessantly to give an education to their children far above their rank. In their religious sentiments they were liberal Roman Catholics, in whose library, we are told, the principal book was an English edition of the Bible, which they taught their son to read with reverence and attention at a very early period: in his infancy, the principal facts contained in that book were familiar to his mind, and, before he had attained his eleventh year, he knew all its history by heart.\*

His first schoolmistress was a Mrs. Sellar, whose distinction of him, Dr. Geddes was accustomed to say, was the earliest mental pleasure he remembered to have felt.

\* See Dr. Geddes' general answer to queries, &c. &c. a work to which, perhaps, without being formally noticed, we shall have occasion often to refer.

He was next put under the care of Mr. Shearer, a young man from Aberdeen whom the *Laird* had engaged to educate his two sons, and with whom the subject of this memoir, the late Roman Catholic Bishop Geddes, of Edinburgh, and another lad about the same age, were admitted to take lessons.

He was afterwards removed to Scalán, an obscure place of education in the Highlands, at which those young persons were brought up who had been devoted to the priesthood, and who were destined to finish their studies at a foreign university. At this seminary, we have reason to believe, young Geddes laid the foundation of that superior skill in the learned languages for which he was afterwards so eminently distinguished. In October 1758, he was sent from Scalán to the Scotch College in Paris, where he arrived about the end of December, after having narrowly escaped shipwreck in his passage from Aberdeen to Camphire. Mr. Gordon was then principal of the College. In a few days after his arrival, he began to attend the lectures in the College of Navarre, and entered immediately into Rhetoric. He soon got at the head of the class, although there were two veterans in it. Vicaire was then professor, and contracted a friendship for him, which lasted all his life.

At the beginning of the next school-year, he should have entered into a course of philosophy, but was persuaded to study philosophy at home at intervals, and to enter in divinity. He attended the lectures of M. M. Buré and De Saurent at the College of Navarre, and of Ladvoat,† for

† *Professeur de la Chaire D'Orléans*: a Hebrew professorship founded by Louis Duc D'Orléans, son of the Duke of